

STREET SMART

March 6, 2002

Governments
SANBAG
Working Together

Meeting Summary of the SANBAG Board of Directors

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■ I-10 Tippecanoe interchange development to be based on other local street improvements

Continued development of the Tippecanoe/Anderson interchange with I-10 in San Bernardino and Loma Linda will be based on the assumption that other local street improvements -- including those that are yet to be funded -- will be made.

The SANBAG Board directed staff to work with the City of San Bernardino, City of Loma Linda and the County of San Bernardino to begin local planning and funding efforts for these street improvements.

SANBAG has contracted for an East Valley Traffic and Truck Study to determine traffic forecasts for the Tippecanoe interchange and the impact

that several east valley developments, such as the San Bernardino International Airport, will have on transportation during the next 20 years. Study results show that several unfunded street improvements are pivotal to the successful reuse of the Inland Valley Development Agency area. These improvements are expected to make a dramatic impact on land use and transportation in the area and should be included in future design decisions, the study concluded. These unfunded improvements are as follows:

- Completing the Mt. View Avenue connection from Interstate 10 to an easterly extension of Central Avenue, via a bridge across the Santa Ana River;
- Reconstructing the Mt. View interchange with I-10 to address increased traffic;
- Widening portions of Tippecanoe Avenue to six lanes from Mill Street to I-10 including the Santa Ana Bridge;
- Extending Lena Road south from Mill Street to San Bernardino Avenue; and
- Widening State Street from two lanes to four lanes between Highland Avenue and Cajon Boulevard.

SANBAG is continuing to secure funding for the Tippecanoe interchange project. To date, \$9.5 million has been set aside for this project -- \$3 million for detailed design and \$6.5 million for construction. Costs are estimated to be \$26 million for the interchange and \$14 million for the related street improvements.



Drivers near the Tippecanoe/Anderson Avenue interchange at Interstate 10 line up while waiting to enter the freeway.

■ State funding limited for future transportation projects

Funding from the State Transportation Improvement Program (STIP) is stretched thin for future projects, the California Transportation Commission has reported.

Caltrans and local transportation agencies, including SANBAG, submitted projects for funding in the 2002 STIP this winter. The staff of the transportation commission indicates that less than \$400 million in new funding is available statewide for the next two years, compared to requests totaling \$2.38 billion.

Projects funded by the STIP include state highways, rail, grade separations and transit.

The CTC has developed a set of general principles for allocating funding. This may include extending the timelines of some projects so that STIP revenues can "catch up" with funding requests.

Although SANBAG's projects appear to follow the CTC guidelines for priority funding, some potential may exist for project delay.



Down the Road ...

- Mar. 13: Administrative Committee, 9 a.m.; Commuter Rail Committee, 12 noon
- Mar. 14: Major Projects Committee, 9 a.m.
- Mar. 20: SCRRA Delegates Briefing, 8:30 a.m.; Plans & Programs Committee, 12 noon
- Mar. 22: Mountain-Desert Committee, 9 a.m.

Measure I helps manage traffic, enhance environment TMEE funds address quality of life issues in the San Bernardino Valley

Measure I is doing its part in the valley region of San Bernardino County to control traffic on local streets and to clean up the environment through better air quality. About two percent of Measure I -- the county's half-cent transportation sales tax -- is reserved for Traffic Management/Environmental Enhancement, also known as TMEE projects. This amounts to about \$9.7 million during the first 10 years of the measure.

This month's issue of *"Measuring Success"* takes a look at three projects across the San Bernardino Valley that are funded by this portion of Measure I -- the Congestion Management Program, ridesharing incentives and alternative or "clean" fuels.

Congestion Management Program

Legislation adopted in 1990 requires counties with an urban population of more than 50,000 to adopt and maintain a Congestion Management Program. Measure I provides funding for San Bernardino County's CMP, which is updated every two years, most recently in December 2001.

The CMP is designed to strengthen the link between transportation and land use decisions and to maintain mobility in ways that improve air quality. It is a tool for analyzing how local land use decisions will affect local and regional transportation issues.

The program defines a network of state highways and major streets and assigns a "level of service" standard to each facility. It includes strategies to maximize the efficiency of the existing transportation network and ways to objectively identify and prioritize improvements to the system.

Further, the program includes an analysis of the impact of transportation demand management strategies (such as using public transit, carpooling and telecommuting), as well as a system for monitoring and conducting models of future traffic patterns. The CMP also addresses any capital improvements that could affect mobility, plus plans to correct serious deficiencies in the transportation network.

Ridesharing

SANBAG is responsible for efforts throughout the county to encourage employees to carpool, vanpool, use public transit, cycle or walk to work. These efforts include assistance to large and small employers, as well as support to commuters who share rides or use other forms of transportation.

Employers with 250 or more workers can receive aid from SANBAG in developing rideshare programs for their employees. Services include technical assistance, marketing campaigns, special events, ride matching and education programs. Employers of smaller firms also may obtain help in the creation and implementa-

tion of programs at their work sites.

Incentives also are in place for employees. Those who give ridesharing a try can earn \$2 for each day they rideshare during a three-month period. Known as Option Rideshare, this incentive encourages employees to use alternate transportation forms at least five days each month for this three-month period.

Once this trial period ends, workers may join Team Ride, a club for commuters who rideshare. Members who continue to rideshare earn discounts at local restaurants and entertainment centers.

For information about ridesharing opportunities in both San Bernardino and Riverside counties, call (909) 884-5459.

Clean fuels

San Bernardino and Riverside counties are home to the Inland Empire Clean Fuels Corridor, which provides liquefied natural gas (LNG), compressed natural gas (CNG) and electric vehicle charging stations. TMEE funds have been used to

support development of this "corridor," which actually has expanded to include fueling sites adjacent to nearly every major freeway, including Interstate 10, Interstate 15, Interstate 215 and State Route 60.

Commuters who live or work in this two-county area can take advantage of these sites that offer one or more alternative fuel options and are open to the public. Visit www.cleancarmaps.com for a detailed list of southern California alternative fueling stations.



Environmentally conscious drivers can take advantage of the Clean Fuels Corridor which offers LNG, CNG and electric vehicle charging stations.

